

AMENDMENTS TO THE CLAIMS

This listing of claims will replace all prior versions, and listings, of claims in the application:

Listing of Claims:

Claims 1-8. (Canceled)

9. (Currently amended) A fuel injection system for an internal combustion engine, the system comprising:

a high-pressure side including at least one high-pressure reservoir in which fuel is stored at injection pressure and at least one injector, communicating with the high-pressure reservoir, for fuel injection to a cylinder of the engine; ;

a low-pressure side which communicates at least indirectly with a fuel tank, ~~and ;~~

a communication between the high-pressure side and the low-pressure side, which communication is controlled as a function of the fuel temperature in the high-pressure side and , the communication being at a high fuel temperature is at least substantially closed at a high fuel temperature so that the high-pressure side is disconnected from the low-pressure side, and ~~that is~~ the communication being open at a low fuel temperature; and

a valve device controlling the communication of the high-pressure side with the low-pressure side, wherein the valve device is disposed in a component in the high-pressure side, such that an inlet of the valve device is at high pressure.

10. (Canceled)

11. (Currently amended) The fuel injection system as defined by claim ~~10~~ 9, wherein the valve device comprises a bimetal switching device having at least two elements that comprise metals of different coefficients of thermal expansion.

12. (Previously presented) The fuel injection system as defined by claim 11, wherein a flow section is opened between the two elements at a low fuel temperature; and wherein at a high fuel temperature, the flow cross section is at least substantially closed by the element having the greater coefficient of thermal expansion.

13. (Currently amended) A fuel injection system for an internal combustion engine, the system comprising:

a high-pressure side including at least one high-pressure reservoir in which fuel is stored at injection pressure and at least one injector communicating with the high-pressure reservoir, for fuel injection to a cylinder of the engine;

a low-pressure side which communicates at least indirectly with a fuel tank;

a communication between the high-pressure side and the low-pressure side, which communication is controlled as a function of the fuel temperature in the high-pressure side, the communication is at least substantially closed a high fuel temperature so that the high-pressure side is disconnected from the low-pressure side, and the communication is open at a low fuel temperature; and

a valve device controlling the communication of the high-pressure side with the low-pressure side, which valve device is influenced by the fuel temperature in the high-pressure side,

wherein the valve device comprises a bimetal switching device having at least two elements that comprise metals of different coefficients of thermal expansion,

wherein a flow section is opened between the two elements at a low fuel temperature,

wherein at a high fuel temperature, the flow cross section is at least substantially closed by the element having the greater coefficient of thermal expansion The fuel injection system as defined by claim 12,

wherein the elements are embodied in sleevelike form; wherein the element having the greater coefficient of thermal expansion is disposed inside the other element; wherein the inner element is filled in its interior with fuel from the high-pressure side; and wherein the openable flow cross section is embodied as an annular conduit between the elements.

14. **(Previously presented)** The fuel injection system as defined by claim 13, further comprising a first communication from the high-pressure side opening into annular conduit, and a second communication from the low-pressure side opening into the annular conduit, the orifices of the first and second communications being from one another in the direction of the longitudinal axis of the elements.

Claims 15-17. **(Canceled)**

18. **(Previously presented)** The fuel injection system as defined by claim 13, wherein the valve device is disposed in a component in the high-pressure side, preferably in a housing part, a line, or a connection element of a line.

19. **(Previously presented)** The fuel injection system as defined by claim 14, wherein the valve device is disposed in a component in the high-pressure side, preferably in a housing part, a line, or a connection element of a line.

20. **(Previously presented)** The fuel injection system as defined by claim 13, wherein the valve device is disposed in a component in the high-pressure side, preferably in a housing part, a line, or a connection element of a line, and wherein the outer element is formed by the housing part, the line or the connection element.

21. **(Previously presented)** The fuel injection system as defined by claim 14, wherein the valve device is disposed in a component in the high-pressure side, preferably in a housing part, a line, or a connection element of a line, and wherein the outer element is formed by the housing part, the line, or the connecting element.